



**PROCEEDINGS OF THE REGULAR MEETING
OF THE AIRPORT ADVISORY COMMISSION OF THE CITY OF PEKIN, ILLINOIS,
HELD AT PEKIN MUNICIPAL AIRPORT
13906 AIRPORT LN. PEKIN, IL 61554
ON TUESDAY, MAY 26, 2026 AT 3:00 PM
CHAIRMAN HUEY PRESIDING**

Pledge of Allegiance

The meeting began with the Pledge of Allegiance.

Call to Order

The May 26, 2026 Regular Meeting of the Airport Advisory Commission was called to order at approximately 3:00 P.M.

Commissioner Barth was absent.

Chairperson Huey confirmed all Commissioners were physically present.

Attendee Name	Commission	Title	Status	Arrived
Steve Huey	Pekin Municipal Airport Advisory Commission	Commission Chairperson	Present	3:00 PM
Todd Thompson	Pekin Municipal Airport Advisory Commission	Commission Member	Present	3:00 PM
Steve Foster	Pekin Municipal Airport Advisory Commission	Commission Member	Present	3:00 PM
Chuck Barth	Pekin Municipal Airport Advisory Commission	Commission Member	Absent	3:00 PM
Murray Brian	Pekin Municipal Airport Advisory Commission	Commission Member	Present	3:00 PM

Also Present: Michael Cruce, Airport Manager

Approval of Minutes

3.1. Minutes from the March 24, 2026 Meeting

A motion was made and seconded to approve the minutes from the March 24, 2026 meeting.

Commissioner Brian Murray noted a correction to his name as listed in the previous minutes. The correction was acknowledged.

RESULT:	[4 to 0] (UNANIMOUS)
MOVER:	Commissioner Foster
SECONDER:	Commissioner Thompson
AYES:	Commissioners Huey, Thompson, Foster, and Brian

Public Input

None

New Business

5.1. Fuel Tank installation project progress.

Airport Manager Mike Cruce provided an update on the fuel tank installation project.

The new above-ground fuel tanks had been set and the underground fuel piping installed. The piping had been connected and leak checked. A delay of approximately a week and a half occurred while waiting for written approval from the State Fire Marshal before the underground piping could be backfilled.

The transition pits had been installed and the underground piping backfilled.

Additional electrical work was required for the powered anti-siphon valves at the tanks and for leak detectors located in the transition pits. The leak detection wiring will be routed back to the office/fuel system for monitoring. Final electrical connections and wiring were in progress.

A workmanship issue involving overspray and poor painting of the fuel system piping was addressed with the contractor. The installer hired a local professional painter to clean the affected tanks, concrete, hoses, brackets, and equipment and repaint the piping. The corrective work was substantially complete with only minor touch-up work remaining.

Concrete was expected to be poured in the trenches and sidewalk areas later in the week. Following completion of the concrete and electrical work, the State Fire Marshal will return for final inspection and system testing. The tanks will then be filled, the pumps operated and the complete system checked for leaks. A soak test and fuel sampling will also be completed prior to placing the new system into service.

The Commission also discussed fuel pricing and ongoing system maintenance.

Filters will be replaced following initial operation of the new system, and aging fuel hoses are also scheduled for replacement.

The project was reported to be nearing completion, with approximately ten working days remaining under the contractor's schedule.

5.2. UST removal completion

Cruce reported that removal of the airport's former underground storage tanks had been completed.

The tanks were uncovered, inspected and removed under the supervision of the State Fire Marshal. No visible evidence of significant leakage was found and no petroleum odor was detected in the surrounding soil.

During excavation for the new fuel system, two abandoned sets of older fuel

piping were discovered. The State Fire Marshal required the unused piping to be removed. This required widening a portion of the trench and resulted in approximately \$5,000 in additional concrete, wire mesh and related material costs. Soil samples taken during the underground tank removal showed no petroleum contamination. Low levels of lead were detected, but the reported levels were well below the anticipated remediation threshold. Earth Services submitted the required documentation, and no significant environmental remediation is expected pending final agency review.

The former UST area has been backfilled, seeded and stabilized.

5.3. Sewer line repair and septic tank repairs.

Cruce reported that the terminal building had experienced several substantial sewer backups.

Inspection determined that approximately 50 feet of cast-iron sewer pipe exits the building before transitioning to clay tile. Calcium buildup and a low area in the cast-iron section appear to be contributing to repeated blockages.

The airport's septic tank was located beneath the terminal parking lot. The proposed repair is to remove approximately one to two parking spaces, expose the septic tank and install a permanent manhole and cleanout. This will allow AB Hunter to access the line and mechanically clean the cast-iron portion using a chain-auger system.

The clay tile portion of the sewer line appeared to be in satisfactory condition and is not expected to require replacement.

Estimates were being obtained for the excavation and access work. Following completion, the affected parking area is expected to be returned to grass and protected with bollards so the septic tank and cleanout remain accessible for future maintenance.

Manager Reports

Cruce reported that one of the new T-hangars, Hangar 29, remained available. A prospective tenant with a Cessna 150 was expected to complete paperwork upon returning from military training. The airport's designated transient hangar has been used multiple times, and procedures are now in place to accept credit-card payments by telephone for transient hangar use.

An update was provided regarding liquidated damages associated with the T-hangar construction project. The original calculated damages were approximately \$32,000. Following discussions concerning the date of substantial completion and usability of the buildings, the amount under consideration was approximately \$20,200. The City had withheld approximately \$70,000 in final payment. The City Attorney advised that the City was on solid legal footing regarding the liquidated damages provision, and the matter was being resolved with the contractor.

The terminal roof replacement project was also discussed. Core samples were expected to be taken to finalize project specifications. The project was anticipated to go out for bid in late July or early August, with construction potentially occurring in the fall depending upon contractor availability.

Cruce reported that Illinois Army National Guard helicopter training at the airport was going well. A wind-direction restriction was implemented for dirt landing operations to minimize dust impacts on nearby residences. Guard crews are also using the borrow-pit area for uneven-ground and hover training. Sling-load training equipment had recently been

constructed, and additional training activity is anticipated. Military aircraft will give way to normal airport traffic and will not conduct dirt landing or hover operations when conflicting traffic is present.

Remaining landscaping repairs associated with previous airport construction were discussed. The contractor is expected to return to repair washed-out areas, fill ruts and reestablish vegetation.

Cruce also reported on outstanding State reimbursement payments for airport grant projects. City accounting staff have developed a spreadsheet and tracking process to better identify reimbursement requests, payments received and outstanding balances. One reimbursement request of approximately \$107,000 had initially resulted in a payment of only approximately \$1,000. Several older reimbursements remain outstanding, and the matter has been escalated through the appropriate State channels.

The abandoned Cessna 172 that had been parked on the airport ramp was also discussed. After the owner failed to address outstanding maintenance and airport charges, the City initiated action requiring the aircraft to be made airworthy, registered and removed or face lien and foreclosure proceedings. The aircraft was subsequently sold, and both the airport and maintenance provider were paid the amounts owed. The matter is considered resolved. Staff will also continue work to close openings and repair gutter areas around airport buildings to prevent birds from nesting inside the structures.

Adjourn

With no further business or comments, a motion was made to adjourn. The motion passed without opposition, and the meeting was adjourned at approximately **3:49 P.M.**